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12 November 1963

MEMORANDUM FOR: Deputy Director (Science and Technology)

SUBJECT : Daily Activity Report - 12 November 1963

1. SATELLITE SCHEDULE: CORONA MURAL Mission 9060 launched 09/1528 EST. Failed to go into orbit, destroyed on impact into water. Vehicle tumbled at lift-off. Problem appears to be in either electrical or hydraulic system of booster.

2. BRASS KNOB: 8 November 1963 - Mission 3770 landed 1253E, no reaction. Pilot estimates 80% coverage.

No missions scheduled for 9, 10, and 11 November.

Mission 3771 and 3772 scheduled for 12 November delayed because of adverse weather.

3. EDWARDS AIR FORCE BASE: Normal training activity only.

4. ☐ Still on stand-down awaiting permission to resume operational activities.

5. ☐ IDEALIST Mission 3238 landed 10/0215 EST. This mission was flown against the Northeast Frontier Agency and the East Burma border area. Pilot estimates 85% coverage. One mission remains to be flown against the remainder of the targets requested by ☐

6. U-2 ACCIDENT TEAM REPORT: General Flickenger has cabled this interim report from ☐ regarding his investigation of physiological factors involved in the loss of the U-2 on mission ☐ 184: "From a psychological and sociological aspect, no bases are found for suspecting involvement as contributing factors. Absolutely no evidence of accidental or purposeful contamination of ingested food or drink prior to or during mission. .... 1

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consider incident primarily due to intrinsic rather than extrinsic factors." General Flickenger and the team will make a full report upon their return to Headquarters.

**7. OXCART Status, 8 November:**

a. On 7 November, an ejection seat initiator pin was found to be faulty in Aircraft #122 and had to be replaced. Ejection seat initiator pins in all aircrafts were inspected on 8 November and found to be within specification tolerances.

b. Aircraft #121 made flight #89 on 8 November for a duration of forty minutes. Maximum speed was Mach 2.77 and altitude 70,000 feet. Purpose of flight: inlet duct roughness investigation with modified inlet duct incorporating "speed bubbles". The pilot reported that this is the first time that a speed of Mach 2.77 was reached with absolutely no noticeable roughness or vibration. An additional flight of this inlet configuration is scheduled for 9 November with the intent of exceeding Mach 3 in order to further test the modified inlet configuration at higher Mach numbers.

**8. OXCART Status, 9 November:**

a. Aircraft #121 made flight #90 on 9 November for a duration of thirty-eight minutes. Maximum speed was Mach 3.05 and altitude 74,000 feet. Purpose: envelope extension with "speed bubble" modification incorporated in nacelle inlets and a stability augmentation system rigid yaw damper with super gain modification incorporated. The senior Lockheed test pilot was pleased with the modification results and commented that the aircraft was smooth throughout the extended flight envelope.

b. Aircraft #128 made flight #3 on 9 November for a duration of fifty-one minutes with a Lockheed test pilot at the controls. Maximum speed was Mach 2.2 and altitude 61,500 feet. Purpose: this was a high altitude shakedown flight of the aircraft and engines. During the flight a left engine fire warning light came on and the pilot shut down the left engine. The return to the base and landing on one engine were normal and routine for this condition. A post-flight preliminary check indicates that a fire warning light illumination was caused by an electrical malfunction.

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**9. OXCART Status, 11 November:**

- a. Aircraft #124: Flight #161; duration - 1:23 hours; purpose - training; maximum Mach - 1.6; maximum altitude - 43,000 feet.**
- b. Aircraft #127: Flight #15; duration - 58 minutes; purpose - training; maximum Mach - 2.0; maximum altitude - 67,500 feet.**
- c. Attached is a status of aircraft report wire for 11 November.**

**10. General Items:**

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- a. Colonel Ledford and representatives of OSA are meeting with Dr. Wheelon  12 November, to review the status of Covert satellites.**

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